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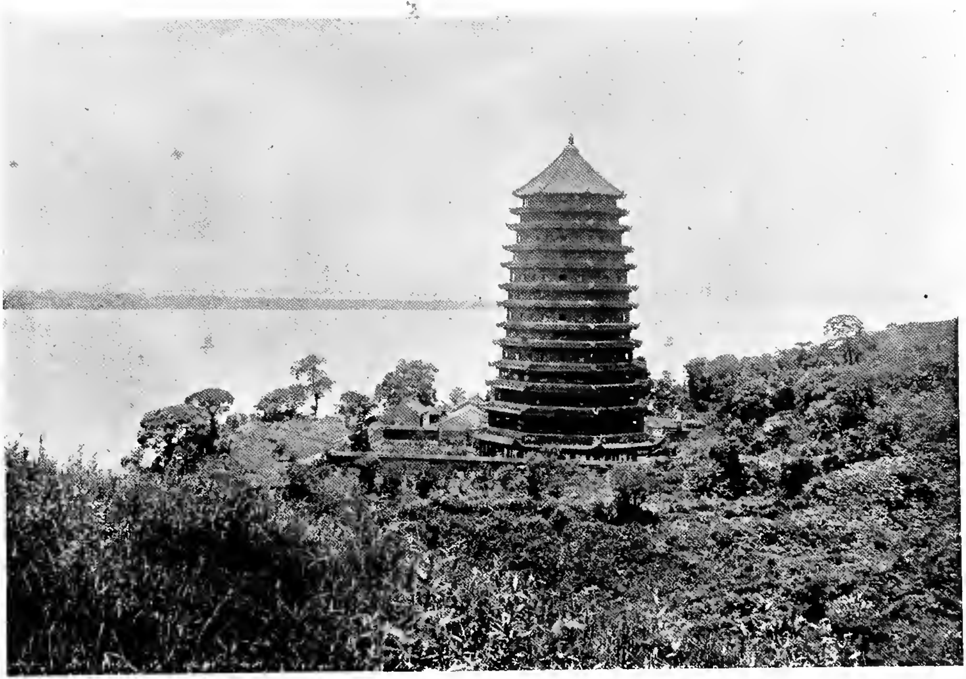

Entrance of Chientang River

ALLUVIAL CHEKIANG

by

C. Pape

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NOTE

Pages 2, 14, and in map, for 'Merchee River' read Meichee River

Page 6, second line, for 'south side of the bay' read 'north side of the bay.

Page 8. The part of the sea wall built of stone is not indicated on the map.

Page 13, line 11, for 'about' read 'above'.

Page 13, for 'Mrichee river' read 'Meichee river.

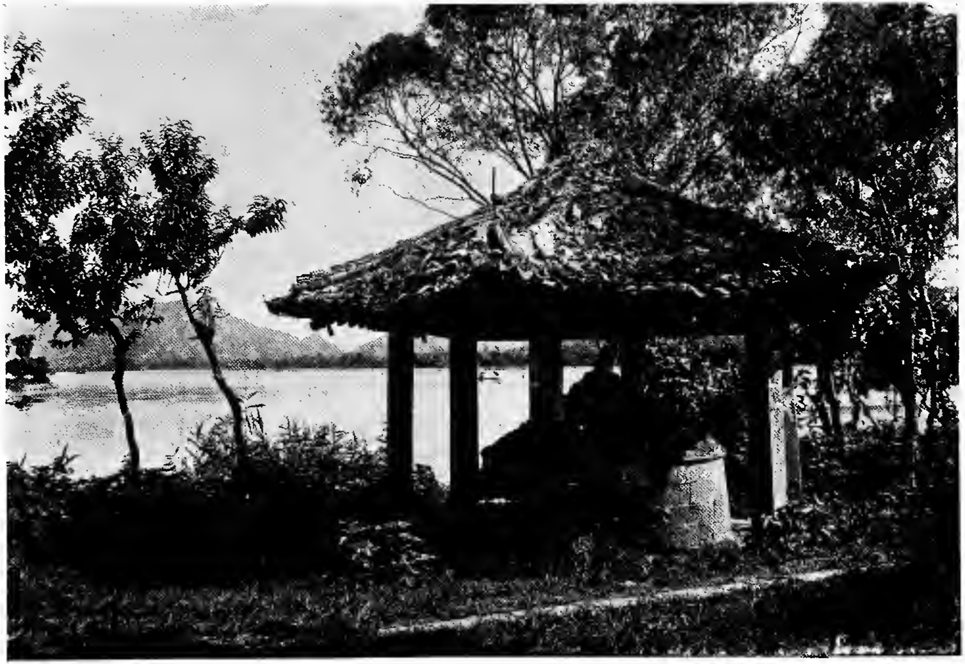
Alluvial Chekiang.

A good many years ago, though long after the time when one could almost walk from China to America via Japan and Honolulu, the extensive alluvial plains of Shantung, Kiangsu and Chekiang did not exist. The sea washed the mountains of Honan; the Shantung Promontory and other high lands were islands; and where the present Grand Canal, by its ruins, tells the pitiful story of a decaying empire, there sailed the cumbersome sea junks of a passed great race. Gradually but surely the great rivers did their levelling work and carried the mountains into the sea, filling in depths, known to be up to 600 feet, but probably much deeper. Man came and helped, he wanted the rich land to settle on and cultivate. More men came, and there began a struggle between them and the water of sea and rivers. It would be interesting to know how many lives these alluvial plains did cost. However it is not the idea of this pamphlet to review the great struggle over the whole extent of the plains, a small part of Chekiang is sufficient to show the perseverance and ingenuity displayed.

The best starting point is Hangchow, the capital of the Chekiang province, situated on the northern bank of the beautiful Chientang river. Whether Hangchow was there when the sea washed the hills, is hard to say; historical proofs of its existence go back 1800 years only. Perhaps an exploration of the over 20 feet deep collection of ruins, underneath the present town, might bring forth something tangible; but certainly not much, because the Chinese building materials, mud, softwood and ill-burnt tiles, leave few traces. If, however, Hangchow did not then stand on its present site, it cannot have been far away, since the position is an important one. Certain it is that in the latter part of the Sung dynasty (A. D. 960-1280) Hangchow was the capital of the empire, and the people said "Above is heaven and on earth Hangchow". In Marco Polo's time it was the most beautiful place in China and its wonderful lake the favorite subject of famous painters and poets. Even now 200,000 pilgrims visit each year the shrines around the lake and add their mites to the many fathoms deep of incense ashes said to cover the bottom of the lake. The Taipings did not leave many buildings standing in Hangchow, and certainly not more than 10% of the population living; but they could not destroy the beautiful scenery nor the reverent associations which the people connected with the place.

The attached map shows that Hangchow is situated on the extreme S. E. spur of a range of mountains which in uninterrupted series lead to the Himalayas, the roof of the world. The watershed in the immediate neighbourbood lies between the Chientang river and the Merchee river, down which two streams the current rushes, after rains, with great velocity. Into the plain between these two outlets, a space of about 100 miles, flow numerous little mountain streams; and while the waters of the Chientang flow into the sea and those of the Merchee find a level in that enormous reservoir, the shallow Tai Hu, there is nothing for the intermediate streams but absorption into the narrow though numerous canals of the flat alluvial country.

A Temple Street Built by the Priests



The Hangchow Lake

Unfortunately, it is in China one of the most hopeless tasks to trace anything from historical records, since they appear to be compiled with the idea of leaving out interesting facts, but giving a mass of utterly unimportant detail. The submitted picture of the development and reclamation of the Hangchow plain is, therefore, built up from singly collected glimpses of facts, supplemented by careful observation of landmarks, as there are

Towns known to have existed a certain time;
Canals which by their size, situation, embankments, etc. suggest a definite purpose of construction;
Hills in the plain; and Lakes.

In the attached map very little but these landmarks has been filled in, and about the beginning of Chinese history the space between the blue lines, assumably, was a bay into which emptied the Yangtze river. This bay, under the combined influence of that and the Chientang river and the tides of the sea, kept gradually filling up. In the whole of that part deposits of shells, of a kind peculiar to brackish water, can be found about 10 feet under the present surface. Other proofs for the above assumption have been obtained through borings made for artesian wells and railway bridge foundations.

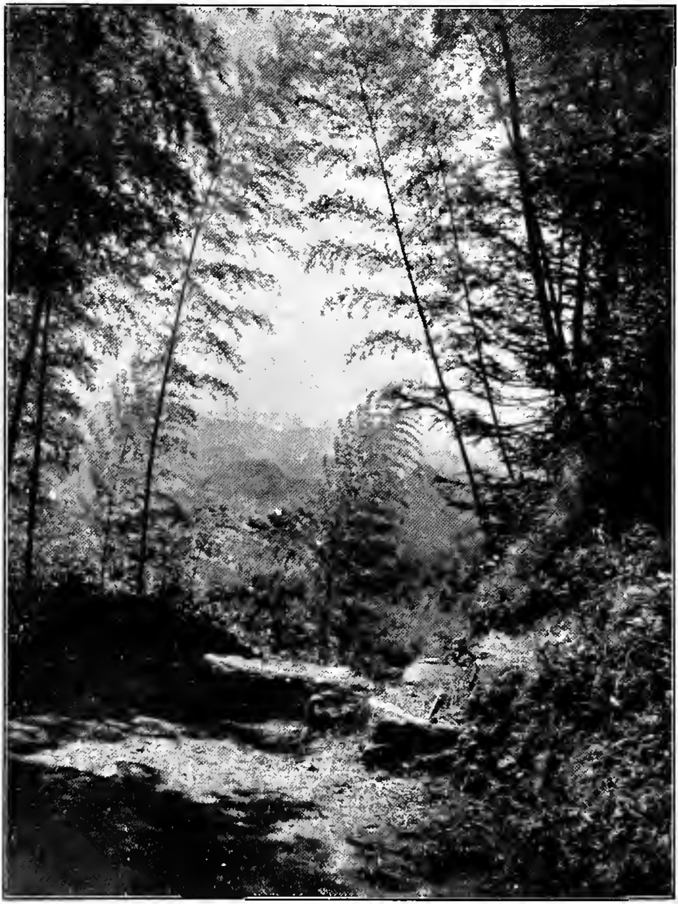
The only tangible remnants, of the Bay, are the Tai Hu and other large lakes, and, of the Yangtze, the Whangpo river which drains the lake district into the sea at Woosung. After the natural resources had done their share of the work, by raising the land to the low water level, there still remained certain drainage canals by which communication between the existing towns or villages was kept up by boat, while others were made or deepened by the people in order to get communication with places, originally fishing villages, but becoming important by reclamation. The oldest of these places are naturally those near or on hills, which were formerly islands in the bay, as for instance Linping, Chiashih, Pingwang. Of these Linping is said to be the oldest, its history, or tradition, going back to over 2500 years, when a valiant priest, by strategy, imprisoned the ferocious dragon, who lorded it over the island, in a cave and founded a monastery. The cave still exists, under a temple of later date, and the claw marks of the dragon are plainly visible in the hard rock, also the narrow twisted tunnel through which the monster, in disgust, retired to the underworld. Linping was probably in olden times the fish supplier of Hangchow and the places on the river, and later became the port of Hangchow, until it was superseded by Haining owing to the further sanding up of the bay. Another interesting place is Chiashih, which is said to be a polite version of "Smugglers Rock", and owes its existence to the salt smugglers, flourishing wherever salt is gained by evaporation. (Salt is government monopoly). Similar to Linping, Chiashih also has a hill or former island on which stands a pagoda with a string of fairy tales.

Gradually the bay and the water channels got shallower, the Yangtsze found a new outlet further North and there did heavy reclaiming work pushing out the Woosung point. On the other hand reclamation work went on steadily in the bay itself and, on the line of the present sea wall, a bar must have been caused by the meeting of the fresh water outlets and the tide of the sea. The shallower this bar got, the more it hemmed in the tides; it retarded the influx of the low tides and incidentally the outflow of the high tides, after they once got in. In case of the highest equinoctial tides, especially if backed by a gale from the right quarter, the quantity of sea water that got over the bar must have been very great, and owing to the obstruction against its free outflow, must have reached far inland, flooding and ruining the fields, particularly when, owing to scarcity of rain, the fresh water level in the canals was low. By that time the former swamp had to a large extent become a rich country, producing quantities of rice, the staple food of China, and, most probably, other parts of China depended on it for their supplies. The heaviest tides occur the end of September when the rice is nearly ready to be harvested, and the flooding of the country at that time must have caused enormous damage. It became therefore a question of existence to keep such floods out and the provincial government, with the assistance of the central, went to work and constructed a sea wall reaching from Haugchow to the entrance of the Whangpoo. The first wall was made by Hua Hsin in the Han dynasty, and the people were forced to contribute, each man and each woman one load of earth, or one string of cash; therefore the name Chien Tang i.e. cash wall. Near the wealthy city Hangchow the wall was built solidly, further out less care was taken, as it was not foreseen that the wall would completely alter the conditions of the Hangchow Bay by preventing the incoming spring tides from spreading. The embankment made of the Hangchow bay an enormous funnel; the tide, already impeded and deflected by the numerous islands in the South, was compressed, and formed the famous bore, a tidal race which tears up the bay with ever increasing force and volume until the seaward pressure is exhausted. The blame of making the bore does, however, not rest solely with the people on the south side of the bay, reclamations carried on the south side also helped. It is also certain that, originally, the bore broke only under particularly favorable combinations and that the tremendous force, then developed in a few minutes, contributed more than a hundred years of patient human labour towards the peculiar land formation which made a regular recurrence of the phenomenon possible. In other words the bore partly created itself as much as it now works towards effacing itself, by gradually filling up the bay. To that end also works the Yangtsze by extending the Yangtsze cape seawards.

The labour of taming this newly created monster went on for centuries; a new embankment was built in the Tang dynasty, but the work was not successfully completed till the high official in charge of it, despairing of success, threw himself into the bore and, by the sacrifice of his life, propitiated the dragon, which happened in about A. D. 1000.

The bore is best seen just below the town of Haining, and at the equinox in autumn. The writer witnessed the highest known for years in September 1904. It was a burning hot day, over 95° in the shade. The sea wall was thronged by hundreds of Chinese waiting, in holiday attire, to see the sight; strange to say, no foreigners besides our party were present. We had sat down in the shade of a large tree on the embankment and watched the outrush of the Chien Tang river which had shrunk to at least 100 yards away from the sea wall. There was not a breath of wind. The sea wall about 30 feet high, is there built of solid granite, each stone receding about 6 inches beyond the one below and

The Chientang River



Mokanshan

thus forming steps by which one could descend to the foundation extending outwards over 10 yards. The foundation slopes outwards very slightly and consists of large granite blocks keyed together with iron. It was just about noon when we heard a deep rumbling sound; "lai-la, lai-la" (she is coming) shouted the crowd and all eyes turned to the east. After a little while we saw with our glasses, some 15 miles away, a broken, tumbling line of water which gradually rose higher and was by 1 p. m. plainly visible to the naked eye. It looked as if a thousand monsters of the sea were fighting. The first wall of water was nearly 20 feet high and behind it came a mass of tumbling waves crowned by the second bore, still 6 feet higher. The wave tops of the second bore reached 10 feet above this again, and the spray flew into the air 40 to 50 feet high. The roar was fearful and the ground trembled while the bore was still a mile off. The speed was 12 miles an hour and the line of the water wall slightly curved. The front of the fall was practically perpendicular. It came on like an enormous waterfall nearly 2 miles wide, pushed along bodily, and suddenly overwhelmed the still swiftly outflowing river, filling its bed in one minute, right to the top of the wall, with foaming dirty. water. Over the centre of the bore and moving with it, hovered like an enormous bird, a black cloud, the only one on the sky, caused by the evaporation of the spray. The solid sea wall fairly shook, and, with one impulse, my companion and I jumped back unto the still 6 feet higher mudwall which, as a further protection, is raised on the inner edge of the stone wall. We were only just off the latter when the second bore swept clean over it, broke against our feet and carried away in its backwash some 20 Chinese who disappeared in the boiling whirlpools, and were never seen again. The flood after the bore lasted about half an hour, and, within the full hour, the ebbtide had set in again. At Hangchow itself the bore is seldom more than 2 feet high, but the rush of the flood can be felt 30 miles further up the river, notwithstanding its windings and sandbanks.

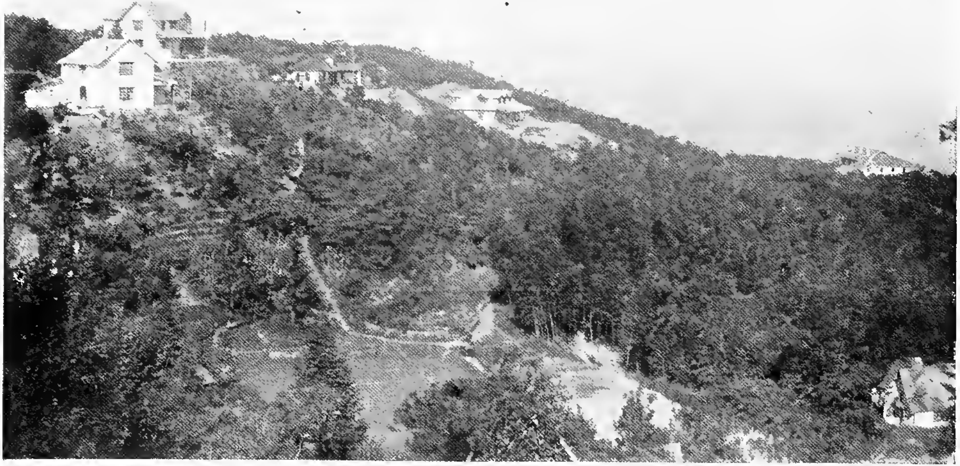
A few words about the sea wall may not be inappropriate here. As already stated, it extends from Hangchow to Woosung; on the accompanying map that part which is built of stone is indicated. The sand banks, formed outside of it by the current of river and bore, are not shown as they vary continually and, with them, the deeper channel, thus making navigation for any but small fishing boats impossible. Such small boats follow the bore up the bay and go out during the long ebb. They are specially constructed with many bulkheads and small hatches and are able to ride out small bores on the mudflats opposite Haining or even fairly heavy ones behind the wavebreakers alongside the seawall. It is almost as interesting as the bore itself to watch them ride out a bore at Haining and the experience speaks volumes for the nerves of the Chinese sailor. An official of high rank, resident at Hangchow is in charge of the sea wall; under him are the watchmen living in guard houses on the wall, one to every mile. Any damage has to be repaired at once as the next bore would certainly find the weak spot. Near Haining is the bore temple where the official in charge offers sacrifices every full moon; there is also one of the three iron cows, life size, which guard the wall. Originally there were outlets left in the wall, closed by doors, by which superfluous rain water could be let out at low water. At Hangchow even a small canal was left, allowing boats to pass from the canals to the river by an overhaul; but all these openings had to be closed because they gave the water a hold and leverage. For many years now there has been absolutely no connexion between the Chientang river and the Bay, on one side, and the extensive canal net on the other. Close to the inner side of the sea wall runs a canal which absorbs spray or leakage, its water is slightly brackish; and little further in land is, in many places, another embankment serving, at present, as a standback in case of a break in the outer wall but really a remnant of a former outer wall. The difference of level between the salt water outside and the fresh water inside the wall is 15 feet, at high bore time, and a high bore would flood the land to a depth of 10 feet. The completion of the sea wall left the whole alluvial plain, enclosed by it, without outlet to the sea, except through the Whangpo river; all the rain water had to be absorbed by the canals, lakes and evaporation. The extent of this country is about 2,700 square miles and, notwithstanding local efforts by deepening and widening canals, the flooding of the whole country by heavy rain fall must have been of frequent occurrence.

The next problem was, therefore, protection against floods by rain and incidentally, provision of water ways for communication.

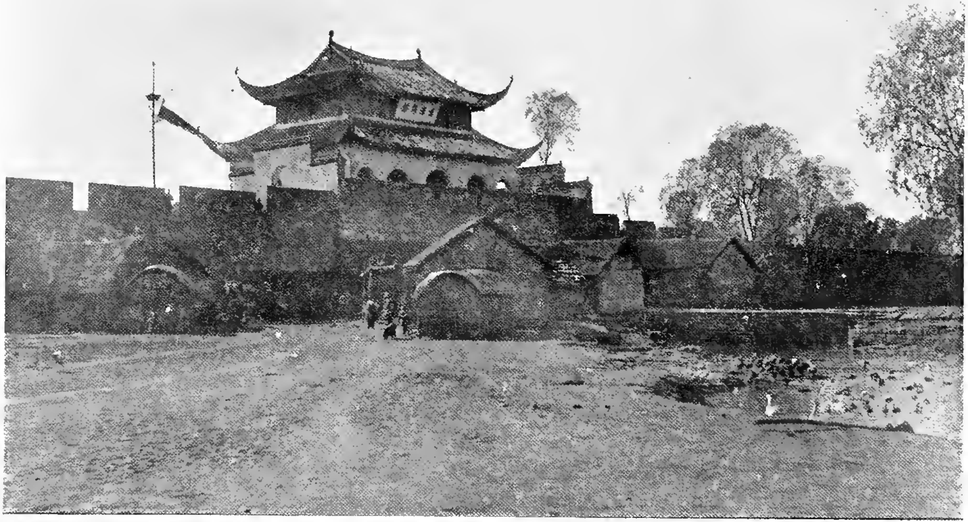
Very little reliable historical information can be obtained on this subject, even Marco Polo omits any mention of the bore and the sea wall and represents Hangchow as a sea port. It is therefore again necessary to resort to deductions. Certain is that alluvial Chekiang was in the 13th. century, the richest part of China and the official posts in it the most desired in the empire; these conditions were impossible without splendid water ways and water control.

It is very evident that the land first reclaimed was bounded seawards by a line which coincides with the present Haining canal, and further to Chiashih. The reclamation wall, probably the one made by Hua Hsin, was supported by the hills of Panshan, Linping and Chiashih. This is proved by still existing traces of the wall and by the fact, that the Haining canal, and its branches seawards, are on a higher level than the other canals. When the Bay sanded up more and more Linping ceased to be a sea port and eventually Haining took its place. Haining has the advantage that, owing to the sweep of the current, its water front does not sand up while, at the same time, the bore does not break close in shore. It is not likely that these conditions were foreseen and the sea wall constructed accordingly. Most probably Haining owes its position to these advantages, and will keep them unless the Chientang river cuts off, in a heavy flood, its last bend opposite Hangchow. This is said to have happened once before in the 17th. century and was, then, with difficulty repaired.

The battle waged by the people against the bore must have lasted hundreds of years, and as one embankment after the other was carried away by the bore and replaced by a new one, it is understandable that the land between the old and the new sea wall got raised rather higher than that further inland. The possibility was thereby given for a canal on the same level as the Hangchow city canals. The advantage of this, and the facility gainable thereby of direct boat communication into the city, was too obvious to escape attention and a coalition of officials, boat owners and merchants constructed the present canals. The Hangchow city



Part of Mokanshan Settlement



Kashing City Gate

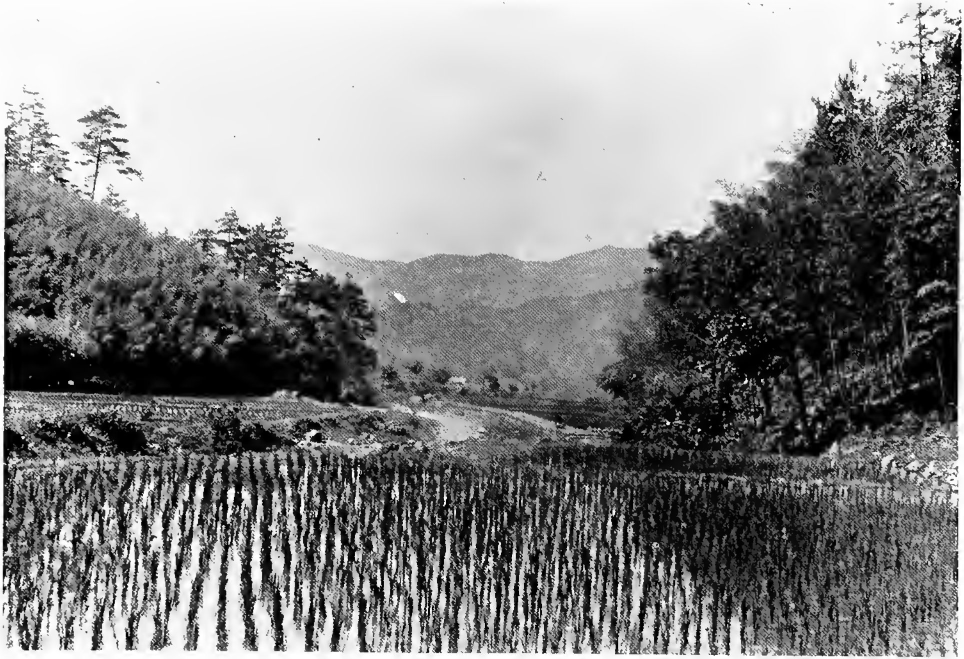
canals are, since the closing of all connexion with the river, maintained on their level by means of the West Lake which on the West bounds the city wall. To this system Haining was joined by the Haining canal running alongside, and just inside, the old sea wall. The level of this canal net is kept, if there is sufficient rain fall, constant at about 5 feet higher than the land of the lower canal net. Superfluous water is drained off by frequent gates which also permit passage of certain size and weight boats by means of primitive windlasses. For the latter purpose the stone floors of these gates are covered with slimy clay. The high level canals are, in the attached sketch, marked in red. The canals and their gates are under the control of a guild with head quarters at Haining; the privilege is jealously guarded; an attempt to interfere, not many years ago, almost started a riot. Since the opening of Hangchow as a treaty port and the consequent steamlaunch communication with Shanghai, by the Grand Canal, the importance of Haining has greatly decreased, a further setback was the opening of the Shanghai Hangchow railway.

The only benefit retained by Haining and the high-level country is the comparative freedom from inundations; its trade is purely local now.

We now come to the Yuhang works which serve irrigation purposes only. Yuhang is a small town situated 25 miles due West from Hangchow on the high road to the upper Chientang river country. A perfectly straight canal, some 40 feet wide and 10 to 15 feet deep, connects it with Hangchow. Yuhang is a town of surprises, one walks, on landing, into the town and after a while arrives at a high wall. One naturally imagines it to be the city wall but, on climbing to the top, finds it to be the retaining wall of a magnificent Talsperre without any water in it. The wall is nearly a mile long and closes a large valley into which empty numerous little mountain streams. In rainy weather these become torrents and soon convert the valley into a large lake, 20 feet at the deepest part. The Yuhang reservoir is supplemented by a higher situated one at Lingan, N.W. of Yuhang. Both were built by the magistrate Chen Hui of the Han dynasty. During the Ming dynasty the magistrate Chen Tien-kui enlarged and repaired the works and again during the reign of Kanghsi, the retaining walls were strengthened. The retaining wall is still in perfect condition and built to last for ever; but the gates in it have gone long ago and the present benefit of this expensive work is limited to the fact that the gates, though open, delay in very heavy rain the rush of water to some extent. The conception of the whole system is very good indeed, the water was to be stored in the two reservoirs in times of plenty, and released, when rain was insufficient, for the benefit of the rice fields and the traffic in the canals. The Yuhang canal leads from the Yuhang reservoir straight to the end of the Grand Canal at Hangchow. An overflow from the reservoir is provided for at its N. side in the shape of an artificial river following in many windings the line of hills to Teching where by several branches it enters the canals. The outer side of this river consists of a solid embankment fitted with gates which being small and easily repaired, are still in use and are closed at flood time thus forcing the water to the Teching outlet. At Teching the river runs through the middle of the town and is spanned by two very heavy bridges which, through their bulky granite pillars, offer so great an obstruction that at flood time, the water above the bridge stands from 1 to 2 feet higher than below, like a small water fall. At such times the current runs at the rate of 6 to 8 miles an hour through the bridges and stops all traffic. Formerly a small subsidiary canal ran around the town avoiding the direct current but now the greater part of it has sanded up. It usually takes three days, without rain, for the river water and the canal water to regain the same level. When the work was constructed it included a small lake for further storage of water and a gate about Teching by which it was possible to close the river altogether and convert it into a huge reservoir. The lake, however, has gradually filled up and the gate, together with the bridge over it, and its foundations even, have disappeared. The works of Haining and Yuhang are similar in many ways especially in conception; while in working order they must have been very effective. The inhabitants say that the Yuhang works were destroyed by a flood about 1850; during the Taiping rebellion the whole country was devastated and 90% of the population killed. When peace was restored the riffraff of the neighbouring provinces swarmed in and occupied the rich, deserted, lands which gave them abundant harvests in return for very little labour. They and their descendants had no ambition beyond the daily food and allowed all public works to remain or fall into disrepair. It will take many generations yet before these newcomers rise to the level of the old Chekiang aristocrats whose forefathers made the land and loved it.

There remains the Mrichee river as the last link in the canal regulation scheme. This river has its source in the province of Anhui and drains the not very extensive plain of Anchi and Meichee-formerly direct into the Tai Hu - but since part of the lake frontage has been reclaimed - into the canals at Huchow. Huchow, the "Lake Town", was originally built on the border of the Lake on the slope of a small hill or island. On its South side still remains a small lake which is gradually filling up, the same as all the water ways thereabout and influenced by the Merchee river. The town is an important trade centre but will have to look to its water ways if it wants to remain important. Large canals go through the city wall into the town and a large basin affords there anchorage to many boats. The Merchee river is a natural watercourse winding in and out amongst the hills. The banks on the outward curves have been strengthened against washing away and cut-offs have been made through the bends, whenever possible, enabling small boats to avoid the current in flood time. Where the river joins the canals it is very wide and various branches take the water into different directions.

The regulation of the water supply, described above, benefited the farmer as well as the merchant for he wanted navigable canals. When the old Yangtsze outlet was blocked by the sea wall, and the Chientang river by bore and sand banks, communication with other trade centres became a vital question for the prosperous country. The origin of the principal canals can in part only be placed to the credit of preconcerted action. The first canals were the remnants of the Yangtsze and Chientang rivers. The reclamation of the land was carried out by taking soil from the low places for raising the higher ones. This haphazard method created such a net of canals that communication by road was an impossibility, and even now it may



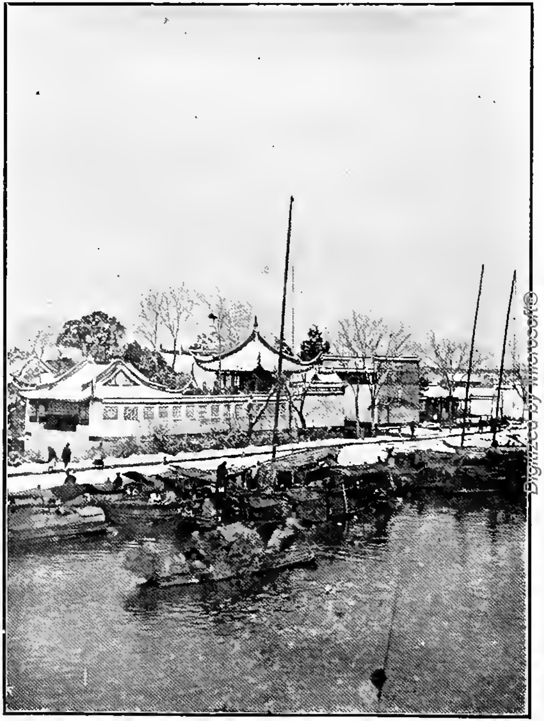
Side Valley of the Meichee River

safely be said that in alluvial Chekiang not one continuous square mile of land exists. Year by year the rains kept at it, washing away the farmers land into the canals, there it grew fertile with the decayed water plants and the farmer dug it up again as manure for his fields. As the population increased more surface of land was required and procured by deepening the canals until a workable limit, about 10 feet, was reached. In this way were acquired water ways, fairly straight where an old depression such as a river bed existed, and very crooked everywhere else. Excepted from this class are canals running along reclamation works carried out wholesale as the Haining and the Huchow-Pingwang canals. The former has been described, the latter is evidently along the line of the first methodical advance against the Tai Hu and was the cause and condition of Huchow's, Nanzing's and Pingwang's existence and prosperity. Along it runs, by the by, the only road deserving the name in the whole province. The oldest canals connecting Hangchow with the outer world are 1. to Huchow, 2. to Pingwang and 3. to Kashing, they are marked on the map with double lines. Even to this day they have deep water, up to 15 feet, except at a few places where damage from special causes can be proved. The first two are still main water ways, the third has been replaced by the Grand Canal for all larger boats but was, until lately, used by the fast post boats with mails between Hangchow and Shanghai. It was necessary for each place, as it acquired importance, to connect with these three canals, and step by step the present condition was reached. Besides the afore mentioned three reclamation canals, only 3 canals were specially built. 1. The greater part of the Soochow creek, in order to connect Soochow direct with Shanghai instead of the former route via Kashing. 2. The canal connecting the Yangtsze at Kiangyin with the Grand Canal, and really a supplementary part of it. 3. The Grand Canal itself built up of old existing canals, widened, deepened, straightened, and of newly made ones where the old ones were hopelessly crooked. The importance of this canal before the days of steam cannot be over estimated; it provided a magnificent water way from the granary of China to the capital. It was commenced at the time of Confucius and finished by workmen brought from Honan in 600 A. D. It was Kublai Khan however in 1280 who brought it to perfection. In those days it was a necessity, in these days of steamers and railways it can be done without, and is allowed to go to ruin. Whenever China becomes a civilised country under a provident government, the ruins of the Grand Canal will become the foundations for a new canal necessary for economical reasons beyond the understanding of the present generation.

However great the importance of the Grand Canal, the cost of building it must, compared with our standard, have been very low. There were absolutely no engineering difficulties only digging in soft alluvial soil and piling the banks in the places where an appreciable current exists. To remove 10 cubic feet of soil cost in those days 1,000 cash; allowing an average width of 30 yards and a depth of 10 feet, a mile would cost $4,500. Of this amount 60% must certainly be deducted for old canals and rivers utilised, leaving an actual cost per mile of $1,800 or under 2 million dollars for the 1,000 miles. The principal reason for the building of the Grand Canal was the transport of rice and other tribute to Peking; it avoided the danger from pirates and storms. It is interesting to note that this danger was so pressing that Kublai Khan, while the Grand Canal was being perfected, is supposed to have cut a temporary canal, connecting the Kiaochow Bay with the Gulf of Pechili. Probably he only repaired what existed for the last 3,000 years. Traces of this canal are still in evidence but the entrance at Kiaochow is completely obliterated. When the Grand Canal was constructed it had a paved towing path the whole length. This has now to a great extent disappeared owing to the banks caving in through the action of floods and, in late years, the wash of steam launches. Such towing paths exist also along many other important canals and provide about half the roads in alluvial Chekiang; half of the balance and a good many bridges are built by the priests to provide ready access to their temples and prove the great revenues they must have had in former years. None of the roads are suitable for vehicles, even wheelbarrows are barred by the many bridges, their height and their stone steps. In the principal canals most of the bridges are high enough to permit boats to pass with sails set, and from their tops can be got the only view of the flat country round. For designation of locality the natives, especially the boat people, always use the name of the next bridge, for instance the foreign Settlement of Hangchow is never so called but always Kungcheng Bridge. The bridges are mostly built of granite, some of lime stone; from a scenic point of view they are perfect, especially when old and overgrown with creepers. Otherwise they are badly constructed with insufficient foundations. No binding material, such as cement, is used and their existence depends on the perfect keying of the stones and the foundations. Repairs are never effected, the bridge is used till it collapses, and as there is no heavy traffic whatever, they last a long time. Their collapse gives some monied patriot the opportunity of acquiring merit and of making a name by building a new one.

A few words about the hills drained by these water ways may not be out of place here. The highest point 3,600 feet high, is situated some 10 miles N. W. of Yuhang; the next highest, 3,200 feet, and better known, is Mokanshan and has been, for the last 18 years, the summer resort for most of the foreigners who have to live in the malaria infected neighbourhoods of Hangchow, Kashing and Soochow. Mokanshan is one of the most beautiful spots imaginable, it and the adjoining hills are covered with magnificent bamboo forests intermixed with pines and other evergreen trees. Nearly every species of bamboo flourishes there, the Mao-tso, 5-7 inches in diameter, the Tang-tso 2-3 inches, both 30 feet and more high, and the Hsiao-tso, $\frac{1}{2}$-inch in diameter and 20 feet high. Bamboo is of course the principal trade of the country around. They are half carried half dragged down the cobble paved roads, by the constant wear smooth as glass, till one of the small mountain streams is reached. There they are tied into fan shape bundles, 10 together, by their thin ends; the end of each bundle is laid on and tied loosely to the centre of the preceding one, from 50 to 100 bundles in a row. The stream is then dammed up and with the rush of the first rain the dam is knocked down and away goes the raft, guided by 5 or 6 men, over boulders, around impossible corners, until a navigable canal is reached. There the bamboos are loaded into boats or made into large rafts for transport to the market. Some 60C years ago the slopes of Mokanshan were dotted with temples, 500 is a conservative number given.

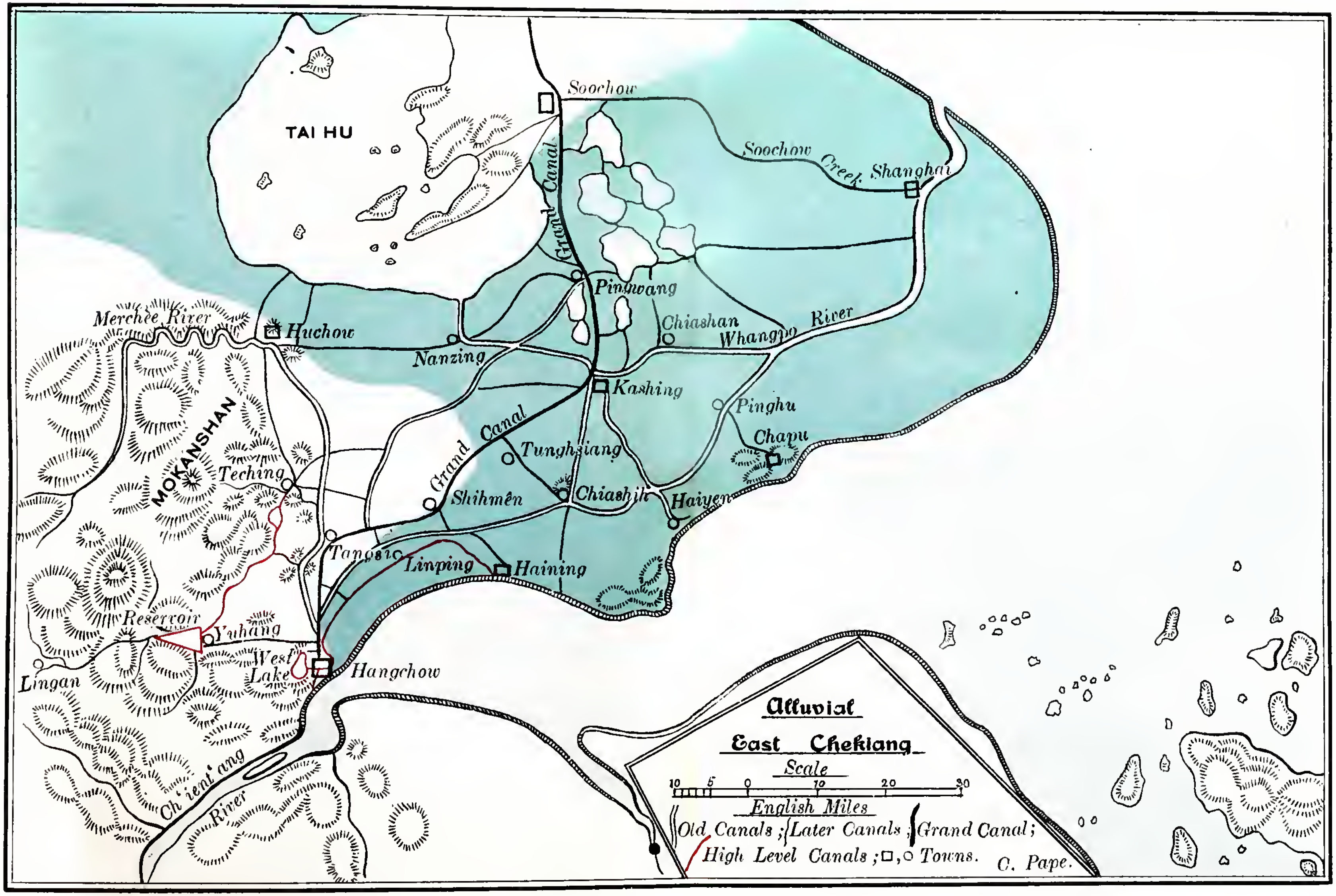
The Grand Canal Through Kashing



On the Grand Canal in Winter

On the Grand Canal

Of priests there were so many that they could hand from the plain, one to the next, the bricks and tiles required for building. Only four temples remain now but the sites of many can be traced and old foundations are frequently uncovered. The hills are woven round with a network of legends; there are dragons and phoenix, good priests and bad nuns, witches and sorcerers, buried silver bells and royal treasures. Were it not for the obstruction of the Chinese against everything foreign, Mokanshan would have splendid hotels, would be reached by railway and would rival the most famous resorts of Japan; it would, last but not least, bring to China the gold of the globetrotter and holiday maker who now unload in Japan. This not only holds good for Mokanshan, being eminently suitable for a summer resort, but also for the Chientang river with its 7-mile gorge and the beautiful country it flows through.


TAI HU
Soochow
Grand Canal
Soochow Creek
Shanghai
Pingwang
Chiashan
Whangpu River
Merchèe River
Huchow
Nanzing
Kashing
Pinghu
Chapu
MOKANSHAN
Teching
Grand Canal
Tunghsiang
Shihmên
Chiashih
Haiyen
Tangsi
Linping
Haining
Reservoir
Yuhang
West Lake
Hangchow
Lingan
Ch'ient'ang River
Alluvial
East Chekiang
Scale
10 5 0 10 20 30
English Miles
Old Canals ; Later Canals ; Grand Canal ;
High Level Canals ; □, ○ Towns.
C. Pape.